



IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract			Day		Date	
C-7852			Wednesday		July 27, 2011	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I met Brad Schut on the east end of the project around 8:00 am. We walked over to the soil nail wall and conducted a lift inspection from approximate station 1346+60 to 1347+50. We located nine spot dowels in all and noted that the pre-split drill holes ranged from 11 to 19 inches apart both horizontally and out of the slope. We also observed that two hard toes remained at this lift elevation (Figure 1).

Brad and I walked over to Jenkin's Knob to inspect the slope from a request by Norm Norrish the previous day. Norm indicated that he wanted to extend the three rows of pattern H dowels at approximate elevations 2588, 2576, and 2564 MSL to the east to approximate station 1338+25 to stabilize any large wedge structure that may be encountered. Brad and I were able to locate the two upper rows of pattern H dowels at approximate elevation 2582 and 2570 that were installed last year at the recommendation of Norm Norrish's August 2nd, 2010 memorandum. Brad and I then layed out six of the lower row of pattern H dowels from approximate station 1337+75 to 1338+40 (Figure 2). This row will need to be extended to the west once the ramp is brought down.

Norm also inquired about some prisms that have not been monitored the past couple of days. Brad indicated that two prisms were removed during the shotcrete application and have since been replaced. He stated that he requested H2 to begin monitoring these prisms yesterday.

Brad indicated that the contractor did not excavate the top of Jenkin's Knob during last night's shift as was expected. I told Brad that I would have Eric Smith check in with him in the morning for any needed geotechnical assistance.

I left the site around 10:30 am.


Signed



Figure 1. A photograph showing the lift inspection from approximate station 1346+60 to 1347+50. Note and example of the presplit holes in orange and the tow hard toes are shown in red.


 15 Type L Spot Dowels (Minimum Length in Feet)

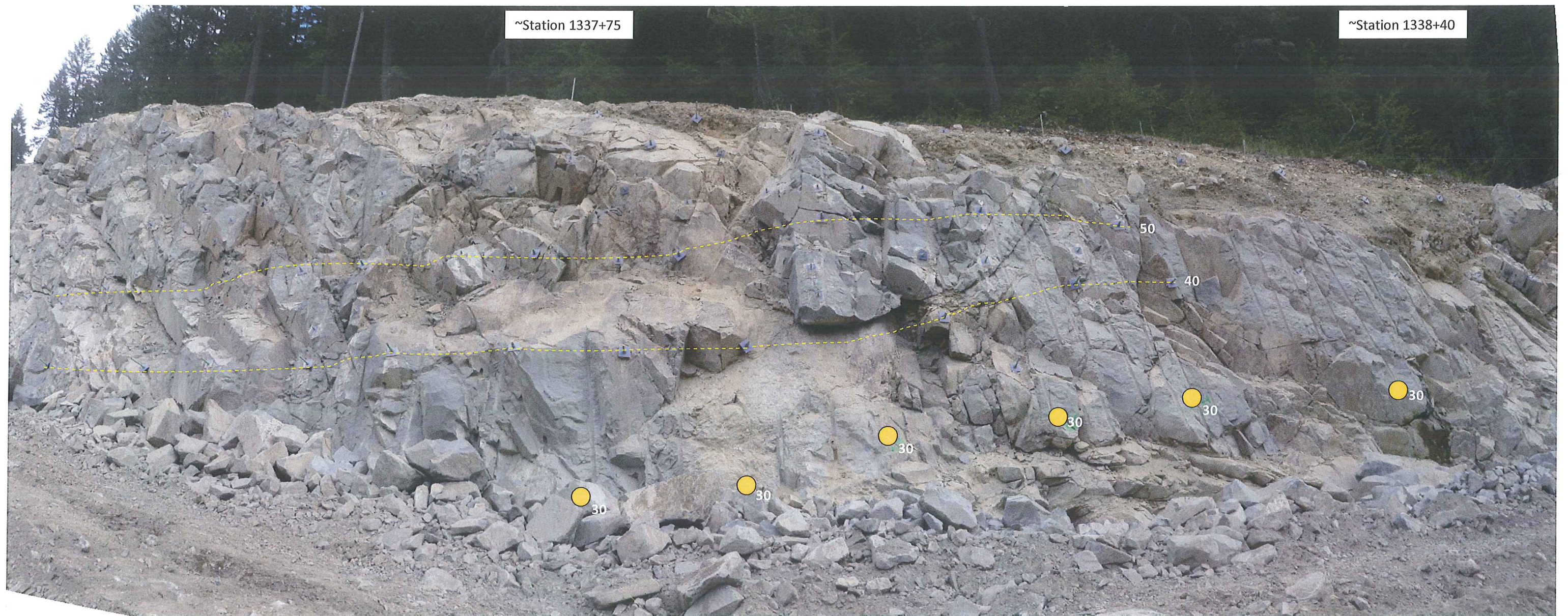


Figure 2. A photograph showing the lift inspection from approximate station 1337+75 to 1338+40. The dashed yellow lines indicate the upper rows of pattern dowels that were installed due to an August 2nd, 2010 memorandum by Norm Norrish. The length of each dowel in that row is shown next to the dashed yellow line.

30 Type H Pattern Dowels (Minimum Length in Feet)